

STATEMENT OF CORRECTIVE ACTION

pertaining to
**Vessel Sanitation Inspection Report for
SUNDREAM on 20 December 2002 in St Thomas**

1 DINING ROOM

THE CARPET ALONG THE WAITER STATIONS WAS SOILED WITH FOOD RESIDUE AND DIRT.

This area will be thoroughly shampooed and steam cleaned to remove the food debris and dirt. Thereafter the frequency of cleaning will be increased to prevent a recurrence of this problem.

2 DINING ROOM - BUFFET

THE DECK FLOOR WAS CRACKED AND CHIPPED ALONG THE BUFFET LINE.

This will be replaced at next year's wet dock.

3 FOOD SERVICE GENERAL

BULKHEADS AND DECKHEADS THROUGHOUT THE VESSEL HAD GAPS, SEAMS, ATTACHED WIRES, PIPING, LIGHT FIXTURES, SWITCHES, BOXES, AND PANELS WHICH MADE CLEANING DIFFICULT. GAPS WERE ALSO PRESENT WHERE PIPING AND WIRING PENETRATED.

Due to the age of construction of the ship it is impossible to eliminate these defects completely. However our ongoing repair and maintenance programme and cleaning schedules helps keep these areas as clean as possible. The areas where pipes and wires are penetrating bulkheads or deck heads that were noted during the inspection have been included in the above programme.

4 FOOD SERVICE GENERAL

DECK TILES WERE LOOSE, BROKEN, CRACKED, AND MISSING AND TILE GROUTING WAS LOOSE AND RECESSED IN MANY AREAS.

Due to the age of construction of the ship it is impossible to eliminate these defects completely. However our ongoing repair and maintenance programme, which included at the recent dry-docking, complete replacement of 100m2 of tiles. It is our intention to maintain a replacement programme throughout the affected areas, and to keep these areas in as good a state of repair as possible.

5 GALLEY

HEAVY CONDENSATION WAS PRESENT ON THE DECKHEAD AT THE DIRTY DISH LANDING OF THE CONVEYOR MACHINE.

The source of the problem has now been identified & addressed. The Air-Conditioning diffuser has been re-sighted.

6 MAIN GALLEY

THE TEMPERATURE GAUGES ON THE ALTO SHAM/BREAD WARMER WERE MISSING THE PROTECTIVE COVERS AND THE GAUGES WERE NOT OPERATING.

A complete new unit has been ordered to replace the existing Alto Sham Bread Warmer.

7 MAIN GALLEY

THE BOLT USED AS A FASTENER ON THE ALTO SHAM/BREAD WARMER IS CONNECTED TO A CLOTH STING. THE BOLT SHOULD BE CONNECTED TO A APPENDAGE THAT IS DURABLE AND EASILY CLEANABLE.

See No. 6 above.

8 MAIN GALLEY

THE LIGHT FIXTURES OVER THE HOT RANGES WERE HEAVILY SOILED.

These units will be replaced with sealed units that are easily cleanable.

New Light fittings have been ordered to replace the old ones. The requisition created is 1102-1239

9 MAIN GALLEY-POTWASH

HEAVILY SOILED BREADBAKING PANS AND A SOILED ROASTING PAN WERE STORED AS CLEAN.

These were returned to the pot-wash to be thoroughly and properly cleaned during the inspection.

10 MAIN GALLEY

WATER FROM THE DECKHEAD ACROSS FROM THE WARE WASHER WAS DRIPPING ONTO THE WAITER TABLE.

The source of the problem has been identified and addressed. The Air-Conditioning diffuser has been re-sited.

11 CREW GALLEY

THE SOILED DEEP FRYER WAS STORED AS CLEAN.

The oil on the elements of this item was removed and properly the rest of the unit thoroughly cleaned prior to use.

12 MAST BAR

THE THREE PRONGED DRINK MIXER BLADE WAS MISSING TWO OF THE PRONGS.

This has been disposed of and replaced.

13 PROVISIONS GENERAL

MOST WALK-IN REFRIGERATORS AND FREEZERS HAD BULKHEAD AND DECK HEAD ATTACHED PIPING, WIRING, LIGHTS, AND EVAPORATOR UNITS, WHICH MADE CLEANING DIFFICULT.

Due to the age of construction of the ship it is impossible to eliminate these defects. However our ongoing repair and maintenance programme and cleaning schedules helps keep these areas as clean as physically possible.

14 PROVISIONS -CARVED ICE AND ICE CREAM

FOOD CONTAINERS WERE STORED IN-CONTACT WITH NON-POTABLE ICE BLOCKS. THE ICE BLOCK WAS REPOSITIONED IMMEDIATELY.

A physical partition will be erected in the Ice Cream Freezer to ensure that ice blocks made from non-potable water do not come into contact with food items in future.

15 POTABLE WATER - DISTRIBUTION

THE CHLORINE ANALYZER RECORDER CHARTS AT THE BRIDGE HAD A PRINTED RANGE OF 0-2 PPM. THIS IS A REPEAT ITEM FROM THE NOVEMBER 2001 INSPECTION.

The 0 – 2 ppm charts were incorrectly supplied and in future all charts will be 0 – 5 ppm, which corresponds with the span on the chart recorder itself. Requisition No. 1102 0798.

16 POTABLE WATER - BUNKERING

THERE WAS NO RECORD OF HALOGEN DEMAND AND PH PRE-TEST OF THE SHORE SIDE WATER PRIOR TO BUNKERING.

This additional test will be included in Sun Cruises Safety Management System and records kept in the potable water log on the bridge.

17 POTABLE WATER SYSTEM - DISTRIBUTION

THERE WAS NO BACK-UP CHLORINATION PUMP WITH AUTOMATIC SWITCHOVER FOR THE POTABLE WATER DISTRIBUTION CHLORINATION SYSTEM. THIS ITEM WAS NOTED ON THE NOVEMBER 2001 VSP INSPECTION AND APPARENTLY A NEW PUMP ARRANGEMENT WAS ORDERED OVER 8 MONTHS AGO. ADDITIONALLY, THERE WAS NO LOW LEVEL ALARM INSTALLED FOR THIS SYSTEM.

The Environment Manager will advise the ship's Superintendent on the actual VSP requirements. Based on this information, the equipment will be purchased and installed.

18 POTABLE WATER - BACKFLOW PROTECTION

THE FORWARD AND AFT MOORING STATION INTERNATIONAL SHORE CONNECTIONS FOR THE FIRE SYSTEM WERE NOT EQUIPPED WITH REDUCED PRESSURE ASSEMBLY BACKFLOW PREVENTERS. THIS IS A REPEAT ITEM FROM THE 2001 INSPECTION.

These will be ordered and installed on arrival to the ship.

19 POTABLE WATER - BACKFLOW PROTECTION

THERE WAS NO BACKFLOW PREVENTER INSTALLED WHERE WATER PRODUCED FROM THE EVAPORATOR IS DIVERTED FOR TECHNICAL PROCESSES. THERE WAS NO BACKFLOW PREVENTER WHERE WATER PRODUCED IN THE REVERSE OSMOSIS PLANT IS DIVERTED TO THE LAUNDRY TANKS. THERE WAS NO BACKFLOW PREVENTER INSTALLED AT THE HIGH SALINE OVERBOARD DISCHARGE FOR THE EVAPORATOR.

These will be ordered and will be installed on arrival to the ship.

20 **POTABLE WATER - BACKFLOW PROTECTION**

THERE WAS NO BACKFLOW PREVENTER INSTALLED AT THE DECK WASH TAP IN THE GARBAGE ROOM. THERE WAS NO BACKFLOW PREVENTER INSTALLED AT THE VARIOUS CREW LAUNDERETTE POTABLE WATER CONNECTIONS TO THE WASHING MACHINES. PROVIDE INFORMATION ON THE BACKFLOW PREVENTERS INSTALLED AT THE SPRAY RINSE SINKS IN THE BEAUTY SALON OR CHANGE TO AN APPROVED BACKFLOW PREVENTER.

These have been ordered and will be installed on arrival to the ship.

21 **SWIMMING POOL**

THE POOL DEPTH SIGNS WERE PAINTED JUST BELOW THE WATER LEVEL, MAKING THEM DIFFICULT TO SEE CLEARLY. THERE WAS NO LENGTH OF ROPE ATTACHED TO THE RING BUOY FLOATATION DEVICE AT THE POOL.

These items have been noted and have been actioned already.

22 **LIDO GALLEY AND BUFFET**

DECK TO BULKHEAD AND DECK TO BUFFET COUNTERS THROUGHOUT WERE NOT COVERED TO MAKE CLEANING EASY. DECKS AND DECKHEADS IN THE GALLEY WERE DIFFICULT TO CLEAN DUE TO GAPS, SEAMS, OPEN HOLES, LOOSE PANELS, AND ATTACHED FIXTURES AND EQUIPMENT.

Due to the age of construction of the ship it is impossible to eliminate these defects. However our ongoing repair and maintenance programme and cleaning schedules helps keep these areas as clean as possible.

23 **POTABLE WATER - TANKS**

THERE ARE 7 OF 9 POTABLE WATER TANKS WHICH SHARE A COMMON WALL WITH THE HULL OF THE SHIP.

Based on the favorable response from VSP, to the already submitted variance for the "Sunbird", a similar variance request will be submitted for the "Sundream", by the Environment Manager. This is to be followed up by the Environment Manager, and information conveyed to the Superintendent, so that purchase / supply of the equipment can proceed.

24 **COMMENT**

IN DEVELOPING THE CORRECTIVE ACTION STATEMENT FOR THIS INSPECTION, CRITICAL-ITEM DEFICIENCIES (DESIGNATED WITH YES IN CRITICAL COLUMN (WORTH 3 - 5 POINTS), WHETHER DEBITED OR NOT, SHOULD INCLUDE STANDARD OPERATING PROCEDURES AND MONITORING PROCEDURES IMPLEMENTED TO PREVENT THE RECURRENCE OF THE CRITICAL DEFICIENCY.

PREPARE CORRECTIVE ACTION STATEMENT AS A WORD PROCESSING OR SPREADSHEET FILE WHICH WILL BE SENT TO USPHS / VSP AS AN EMAIL MESSAGE ATTACHMENT. PLEASE EMAIL CORRECTIVE ACTION STATEMENT TO: VSP@CDC.GOV

USE EMAIL MESSAGE SUBJECT LINE: SHIP NAME - CAS - [INSERT INSPECTION DATE] .